

PHOTOGRAPHIC PROOF THAT THOUSANDS OF TONS OF COAL ARE HELD OUT OF NEW YORK TO KEEP UP THE PRICE.

The EVENING WORLD to-day presents to the people of New York and to Congress undeniable proof that, notwithstanding President Baer's denial, a coal combination is manipulating the coal deliveries so as to exact of the metropolis a highwayman's tribute of \$5 per ton. Coal—miles of it, is held on side tracks of the New Jersey Central (Reading Coal), Lackawanna and Erie roads—and delivered only in such quantities as not to affect the schedule of \$10 a ton. The EVENING WORLD presents herewith a photograph taken to-day along the Jersey Central road showing eleven miles of

coal-laden cars, many of which, as the picture shows, have not been disturbed since the last snowfall.

On page 2 another photograph taken to-day shows tracks along the D., L. & W., near Secaucus, N. J., choked with cars and every one filled with coal.

No attempt was made to-day to disturb this great stock. At Communipau hundreds of cars fill the tracks for three or four miles.

A coal expert who looked over these thousands of coal-laden cars estimated that within a few hours run to the docks on the Jersey side there were 250,000 tons of anthracite coal.

COAL MADE FREE IN RECORD TIME BY BOTH HOUSES

Senate Rushes the House Bill Providing for a Full Rebate of Duty for a Year to Passage Without the Delay of a Single Moment.

Chairman Jenkins, of the Judiciary Committee, at the Same Time Introduces a Resolution Looking to the Seizure of All the Mines and Railroads.

(Special to The Evening World.)

WASHINGTON, Jan. 14.—The bill placing coal on the free list for one year by allowing rebates was passed at 2.30 o'clock by the House by a vote of 136 to 110. Debate was limited to one hour and no amendments to the bill were allowed. The bill was then sent to the Senate, where it was passed at once.

A committee amendment was adopted by the Senate adding a section to prevent the imposition of a duty on anthracite coal after the expiration of the time provided for in the bill granting a rebate on all coal.

This amendment also passed the House also without debate.

(Special to The Evening World.)

WASHINGTON, Jan. 14.—Chairman of the Judiciary Committee of the House to-day introduced the following resolution:

"Resolved, That the Committee on Judiciary be and is hereby directed to investigate and report to this House, with all convenient speed, the opinion of that committee as to the power of Congress to declare that a necessity has arisen for taking possession of all coal, coal beds and coal mines in the United States, and all lines of transportation, agencies, instruments and vehicles of commerce necessary for the transportation of coal, and that if in the opinion of that committee the power exists, and a necessity for the exercise of such power has arisen, that the committee forthwith report to this House a bill declaring the necessity.

"Providing fully and in detail the occasions, modes, conditions and agencies for said appropriation that will fully and completely exhaust the power of Congress in that regard."

In a conversation with The Evening World over the long-distance telephone, Chairman Jenkins, of the Judiciary Committee, who introduced the resolution in Congress looking to the seizure of the coal mines and railroads by the Federal Government, said that the matter had been referred to the Committee on Rules, which consists of Speaker Henderson, Grosvenor, of Ohio; Dalzell, of Pennsylvania; Richardson, of Tennessee, and Underwood, of Alabama.

"What chance is there of the matter embodied in your resolution being brought to a vote?" Mr. Jenkins was asked.

"I understand," was the reply, "that some action will be taken." "Will the resolution be reported back from the Committee on Rules?"

"That I do not care to discuss."

"In the event of its being reported to the House, will it pass?"

"I do not care to discuss that either at this time. The matter for the present rests entirely with the Committee on Rules."

ELEVEN MILES OF COAL CARS MOCK THE SUFFERING POOR

At the expenditure of less than a dollar city officials who have been deceived by the coal operators' excuse that all the coal possible is being shipped to New York may convince themselves that the operators are liars.

Along the lines of the Central Railroad of New Jersey from Jersey City through Bayonne down to Newark Bay are miles and miles of cars loaded with coal—not only gondola cars but freight cars. These cars have no snow under them. They are there at the time of the last storm; the rails between the cars are rusted, showing that they have not been moved for many days.

The coal is being held for higher prices. At West Eighth street, Bayonne, there are acres of cars. Looking from the point down the track, coal cars extend until they are lost in the distance. Hundreds of thousands of tons of coal are there, held by the grasping coal

speculators for higher prices. There is the seat of the trouble. It might be well for those who believe the operators to go over to Bayonne and look at this coal—and Bayonne is but one of many points between here and Pennsylvania where coal is stored while New York frets.

In the presence of an Evening World reporter one of the heaviest dealers in the city called up every company handling coal to-day, and he found that not a pound of the \$5 coal the companies say they are shipping has reached New York in twenty-four hours, save what has come to the Baer concern. For the coal he bought to-day he had to pay \$10.35 a ton.

In the Perth Amboy terminal yards it is estimated that there are sufficient loaded coal cars to extend, if placed in one train, fully six miles. In the Elizabethport yards the railroads are accumulating thousands upon thousands of tons, all in cars, ready to be released.

LONG WOUND IN DISBROW'S RIVAL'S HEAD

Undertaker Thompson, Who Buried Clarence Foster's Body, Describes a Gash That Might Have Caused Death.

DOCTORS SAY HE WAS SLAIN.

Physicians Swear He Was Dead When He Fell Into the Water, but Dr. Schultz Says the Skull Was Not Fractured.

(Special to The Evening World.)

RIVERHEAD, L. I., Jan. 14.—Anna K. Pearsall, one of the most important witnesses against Louis Disbrow in his trial for the murder of "Dimple" Lawrence and Clarence Foster, has left the State. She was traced to Atlantic City by Deputy Sheriff William Rafford, who served her with a subpoena on Dec. 26. It is reported she will not respond, although her testimony is one of the most important links in the chain of circumstantial evidence.

This report was strengthened by a statement made by attorneys for the prosecution that much trouble was experienced in inducing Miss Pearsall to appear before the Grand Jury which indicted Disbrow. It was said that the District-Attorney threatened to arrest Miss Pearsall unless she appeared before the Grand Jury.

Out of Court's Jurisdiction. The story circulated at first about Miss Pearsall was that she had been in town and had disappeared. As a matter of fact she never was in Riverhead, but has kept out of the jurisdiction of the Court, so that when Rafford saw her the subpoena was simply a notification, and it was in her power to come to court or stay away, as she saw fit. Her non-appearance materially weakened the case for the people.

Miss Pearsall was a boarder at the Middle House at the time Foster and Miss Lawrence were there, and to the Grand Jury she said that the night they went out on the bay in a boat she heard them on the lawn. She said she heard Miss Lawrence stop Foster and ask him if Louis Disbrow was going with them. To this she said she heard Foster reply that he was to accompany them.

The first witness to-day was Erasmus W. Tutthill, a telegraph operator. He was called to identify the telegram that Disbrow sent to Mrs. Lawrence saying: "Clarence Foster and your daughter are together and I shall not rest until I find them."

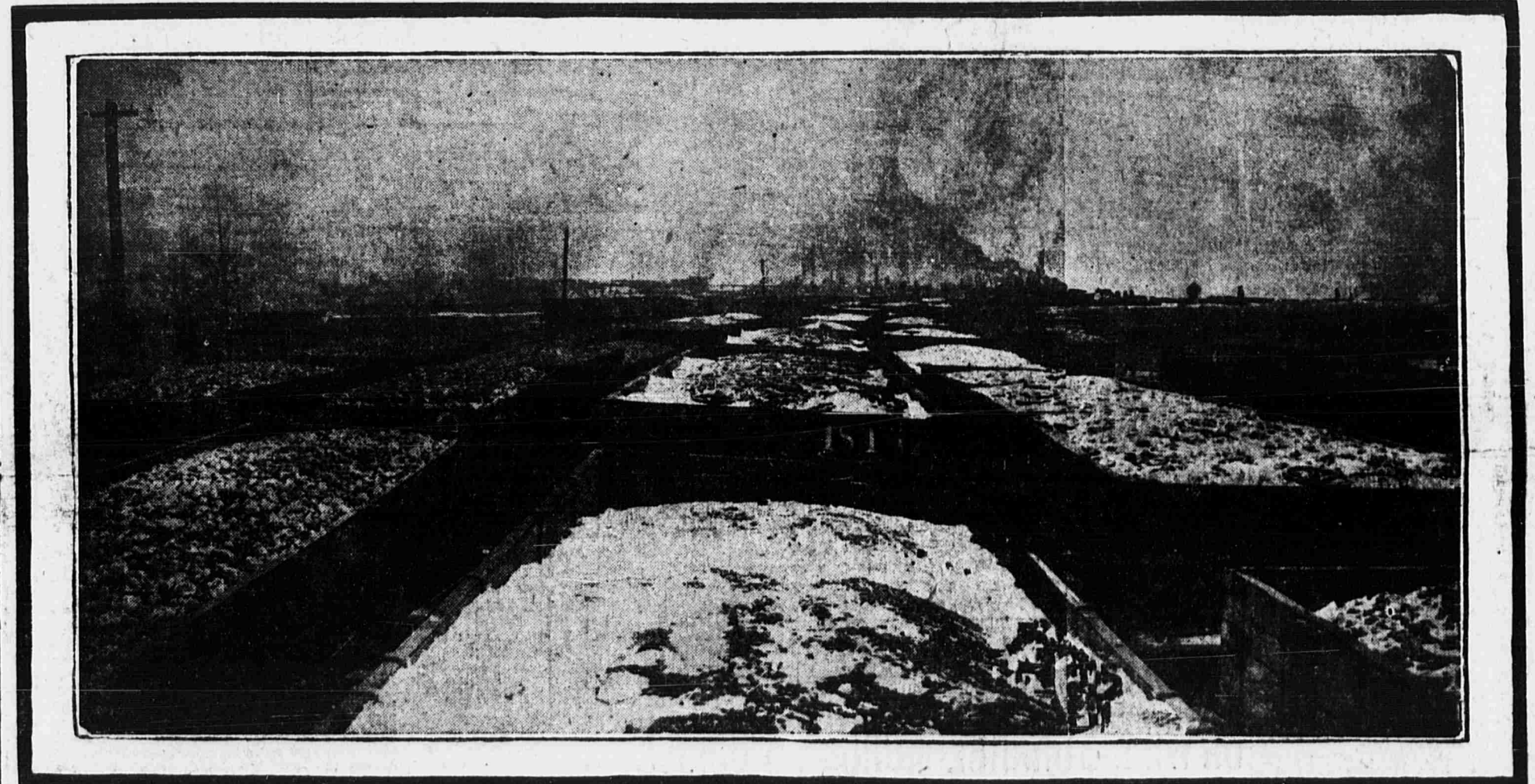
Failed to Identify Disbrow. The witness failed to identify Disbrow as the man who had sent the telegram. The despatch was introduced in evidence, William Walton, who was with Disbrow when he sent the telegram at the Eastport station, failed to corroborate Tutthill's testimony. He was a weak witness. He only saw Disbrow write a telegram dated Good Ground. The telegram was dated June 11.

John A. Lawrence, father of "Dimple" Lawrence, wearing a crapo band on his left arm, took the stand. He said that he lived in Brooklyn. Before the tragedy he lived in Freeport, L. I. His wife,

(Continued on Second Page.)

The Southern Route to California, Via Penn. R.R., Southern N.Y. & W. P. W. of Ala. L. & N. Special Sunset Limited. Leave New York daily 4.25 P. M. This train also carries Pullman sleeping, Library, Observation and Dining cars. New York office, 211 and 213 N. W. 2d St.

THOUSANDS OF TONS OF COAL ON SIDE TRACKS OF JERSEY CENTRAL, AT BAYONNE, FROM PHOTOGRAPH TAKEN TO-DAY.



WIFE AND CHILD SAW HIM DIE.

Dr. Tingley, Hurrying to Answer an Emergency Call, Slipped and Was Crushed to Death by Rockaway Car.

Dr. Herbert B. Tingley who occupied a beautiful cottage on the Rockaway Beach Boulevard, while attempting to board the 3 o'clock train as it was pulling out from the Holland station this afternoon, fell under the wheels of the first car and was crushed to death. His wife and little daughter, who were standing at the front door of his cottage urging him to hurry in order to catch the train, saw him killed.

Dr. Tingley had received an urgent message over the telephone, summoning him to attend a patient at Rockaway Park. He dashed from the house and got to the station just as the train pulled out. He made a flying leap for the steps of the front car, but slipping on the ice by the tracks, his body fell under the car and the wheels passed over it. The wife and daughter, who were standing on the piazza of his cottage, urging him to hurry and catch the train, ran toward the station when they saw him fall. When Mrs. Tingley saw the car pass over his body she fell unconscious in the roadway. She was still unconscious an hour after the accident.

Dr. Tingley was the only physician in Rockaway Beach in the winter. He has long been known as the "ambulance surgeon of Rockaway Beach," as he had attended so many accidents similar to the one in which he was killed. The wife and daughter, who were standing on the piazza of his cottage, urging him to hurry and catch the train, ran toward the station when they saw him fall. When Mrs. Tingley saw the car pass over his body she fell unconscious in the roadway. She was still unconscious an hour after the accident.

A physician from Far Rockaway was summoned to attend Mrs. Tingley, who, it is feared, is in a dangerous condition. "Coroner Buoff did not hold the conductor or engineer of the train. The doctor's body was taken to the Seventy-second Precinct station and later removed to his home.

"Black & White," the real Scotch. The best whisky the most popular—It's all right. 25c.

ST. LOUIS OVERDUE NOT SIGHTED YET

Steamship Left Southampton Jan. 3, and Has Not Been Reported, Although She Should Have Arrived Three Days Ago.

Up to noon to-day the officers of the American line had received no word of the steamship St. Louis, which sailed from Southampton on the morning of Saturday, Jan. 3. The big vessel's ordinary sailing time is seven days, though under forced draught she has made the trip from Southampton to New York in six days. Therefore she is now three days late, even though she was driven at her ordinary speed.

The officers of the company said this morning that they were not in the least alarmed about the St. Louis, as she has been rather slow for the last year and has undoubtedly encountered very rough weather. They say further that her big quadruple expansion 4,000 horse-power engines, which drive her mammoth twin screws, have not been working as smoothly as they might during her past few trips, and that consequently some accident might have happened to one of her engines, which would have forced her to rely upon a single screw. This would slacken her speed from twenty knots to between eleven and thirteen.

As far as could be learned to-day from vessels that have arrived in this port during the last few days the St. Louis has not been spoken since she left Cherbourg, where she stopped after leaving Southampton. None of the several Atlantic liners which have ploughed through the heavy seas on the course the American liner usually takes has seen anything of the big steamship. She is not equipped with the Marconi apparatus.

A despatch from Halifax received this morning stated that the Department of Marine and Fisheries had been informed that signals of distress had been seen from Island of Amet, off the coast of Cumberland. The authorities at St. John's have been despatched to the island. The vessel giving the signals could not be made out in the darkness.

The officers of the line, when they read this despatch said that it was not likely that the St. Louis would be off the coast of Cumberland unless she was disabled and had to put in to the island of Amet, as her ordinary course would not take her within sight of the island of Amet. They said further that if a serious character to force her to put into Halifax, for if only one of her engines had met with an accident she would rely on the other screw for the whole passage if necessary, without seeking assistance.

Senator Platt Renominated. HARTFORD, Jan. 14.—In a caucus lasting only three minutes Senator Or-

KESSLER WAS A WITNESS TO-DAY

Justice Leventritt Refused to Allow the Writ of Prohibition Asked for by the Retiring Wine Agent.

Mr. Jerome continued this afternoon his star chamber inquest over the corpse of John Doe, whom he expects to resurrect in the person of Richard Canfield, and send to jail.

Seven high-hatted witnesses were slipped into the inquisitorial chamber where Justice Wyatt presided. Among them was George Kessler, who made an unsuccessful attempt in the Supreme Court

to evade testifying at the inquiry. Justice Leventritt denied not only the writ of prohibition asked for in Kessler's behalf, but also denied a stay of proceedings pending an appeal of the matter.

Lewisohn's examination was stayed by Justice Scott pending an appeal, but Kessler must tell what he knows. The whole question of the legality of the "John Doe" proceedings against Benjamin Schars in his application to-day to Justice Leventritt for the writ of prohibition to stop Justice Wyatt and District-Attorney Jerome from forcing Kessler to testify this afternoon.

Mr. Schars recited the words of the "information and belief" affidavit on which the proceedings are based. He declared that an allegation of information or belief with no statement of fact on which that information and belief is based is not sufficient upon which to drag a man before the public as one charged with crime and hale citizens as witnesses in the secret proceedings.

Justice Leventritt cut the talk short by saying he coincided with Justice Scott in every point and would dismiss the application for writ of prohibition.

George Kessler, when placed on the witness stand, admitted knowing Canfield, but denied ever having been in the Forty-fourth street house.

David W. Buecklin, Canfield's manager, was also examined this afternoon. He was asked to reveal the nature of his testimony.

Less than a Day. The Pennsylvania Special makes the journey from New York to Chicago in 24 hours. Every week-end service. 25c.

Perfection of Detail. A resplendent in the Pennsylvania Special. Rapid service, comfort, and a journey over a rock-splashed road.

ATTEMPT TO SHOOT PLUNGER THROWS BETTING RING IN PANIC

RACE TRACK, NEW ORLEANS, Jan. 14.—The betting ring here was thrown into a panic this afternoon, when Charlie Beltinger drew a revolver and attempted to shoot Steve L'Hommedieu, the plunger. L'Hommedieu accused Beltinger of running a brace faro game at Hot Springs. Only prompt work by the police prevented a killing.

Fifth Race—Ecome 1, The Way 2, Vesuvia 3. Sixth Race—Barbara Frietochie 1, Jena 2, Shogun 3.

BOVIC ARRIVES; DID NOT SIGHT ST. LOUIS. The big White Star line freighter Bovic, which sailed from Liverpool ten days ago, reached this port late this afternoon. She brings no news of the overdue American liner St. Louis. The Bovic reported heavy head seas and westerly gales for the entire voyage.

To Cure a Cold in One Day. Take Laxative Broom Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.